[30th January 1936

Appendix XIV.

[Vide item V (6) on page 215 supra.]

(6) (a) Special repairs to the road from Kodaikanal Road Station to Kuruvanath in the Madura District.

Grant number.	Head of account.	Item of expenditure.	Amount of supplementary grant required in 1935-36.
(1)	(2)	(3)	(4)
			RS.
XXXI.—Civil Works —Grants-in-aid — Transferred.	41. Civil Works—Transferred—Grants-in-aid—g. G. Central Road Development Account—Communications.	Special repairs to the road from Kodaikanal road station to Kuruvanath.	100

Explanatory note.

The second-class road from the Kodaikanal road station to Kuruvanath via Periyakulam and Theni in the Madura district (about 70 miles in length) carries very heavy through traffic from and to Travancore including much of the estate produce of the Travancore planters. It is also the direct means of reaching the head works of Periyar. The road is reported by the Superintending Engineer to be in a very bad condition. The Government have also received complaints on the subject from the United Planters' Association of Southern India. The President, District Board, Madura, considers that special repairs to the entire stretch of the road should be carried out urgently. The cost of the work is estimated at Rs. 2,12,500. The expenditure is beyond the means of the Madura District Board and it is therefore proposed that it should be met from Road Development Fund. The South Indian Railway which was consulted in the matter has no objection to the proposal. The Provincial Board of Communications before which the matter was placed also approved of the proposal on the understanding that measures should be taken to see that the road does not again deteriorate for want of proper maintenance, the intention being that the District Board should be asked to give an assurance that it will maintain the road properly in future. The District Board which was consulted in the matter has given the necessary assurance. The Government of India have sanctioned the debit of the cost of the special repairs of the road in question to this Government's share in the Road Development Account. In view of the urgency of the work it is proposed to start the work in the current year itself. The amount required in the current year for the purpose is Rs. 30,000. There is however no provision for the work in the budget for this year. It is proposed to meet the amount (Rs. 30,000) from the savings out of the current year's allotments for other road and bridge works financed from the Road Development Fund and to move a demand for a supplementary grant for a token sum of Rs. 100 under "Grant XXXI—Civil Works—Grants-in-aid—Transferred."

30th January 1936]

The proposal was not recommended by the Finance Committee at its meeting held on the 6th January 1936. The Government have, however, decided to move the demand for supplementary grant in the Legislative Council.

(6) (b) DIVERSION OF THE GREAT NORTHERN TRUNK ROAD VIA VIZIANAGRAM, NELLIMERLA AND JAGANNADHARAJUPURAM IN THE VIZAGAPATAM DISTRICT.

Grant number.	Head of account.	Item of expenditure.	Amount of supplementary grant required in 1935–36.
(1)	(2)	(3)	(4)
			RS.
XXXI—Civil Works—Grants-in-aid—Transferred.	41. g. Civil Works—Transferred—Grants-in-aid—(1) G. General Road Development Account—Communications.	Diverson of the Great Northern Trunk Road via Vizianagram, Nellimerla and Jagannadharajupuram in the Vizagapatam district.	100
	(2) A. Grants to local bodies for trunk roads.	Increased maintenance grant on account of the above diversion.	

Explanatory note.

With a grant from the Road Development Fund, the Vizagapatam District Board undertook the construction of a bridge across the Champavathi river near Nathavalasa at mile 88/4-5 of the Great Northern Trunk Road at an estimated cost of Rs. 4·42 lakhs. When the bridge was nearing completion it was washed away by floods on the 14th October 1931. In connexion with the question of reconstructing the bridge a suggestion was made that the section of the trunk road lying between Modavalasa and Jagannadharajupuram might be diverted and taken along the Bimlipatam-Vizianagram road to Vizianagram and thence to Nellimerla and Jagannadharajupuram. The alignment of the trunk road as suggested will benefit the heavy traffic now passing through Vizianagram and at the same time obviate the necessity for a new bridge at Nathavalasa. Another advantage of the new route is that it will connect the Great Northern Trunk Road with the Vizianagram-Central Provinces Road. It will, however, be necessary to construct bridges or road dams at Nellimerla and at other unbridged crossings on the road from Nellimerla to Jagannadharajupuram. The diversion proposed will increase the length of the trunk road by ten miles and one furlong and will involve a recurring additional expenditure from Provincial Funds of Rs. 5,770 per annum on maintenance. The payment of this additional maintenance grant will, however, commence only after the work is completed. The Road Committee of the Vizagapatam District Board and the Collector of Vizagapatam are in favour of the adoption of the new route suggested above. The Provincial Board of Communications before which the proposal was placed has approved of the proposal and the Government of India have also sanctioned the debit of the expenditure

[30th January 1936

involved (Rs. 3,75,000 as originally estimated) to the Road Development Account. The total cost as now estimated is Rs. 5,22,000 as shown below:—

Items.

	RS.
(i) Construction of a bridge across the Champavathi river near Nellimerla	4,62,000
(ii) Construction of a bridge across the Kondavalasagedda	25,000
(iii) Construction of a bridge across the Palavalasagedda	15,000
(iv) Improvements to existing culverts and construction of new culverts	10,000
(v) Widening and realigning the existing Nellimerla–Ranasthalam Road ...	10,000
Total ...	5,22,000

There is, however, no specific provision for the work in the current year's budget. It is proposed to start the work in the current year itself and to meet the expenditure from the savings in the allotments for this year for other road and bridge works from the Road Development Fund by moving a demand for a supplementary grant for a token sum of Rs. 100 under "Grant XXXI—Civil Works—Grants-in-aid—Transferred."

APPENDIX XV.

[Vide item VI (1) on page 222 supra.]

NOTIFICATION.

Fort St. George, November 8, 1935.

No. 1382.—Whereas in the opinion of the Governor acting with Ministers, the area comprised within the jurisdiction of the District Board of North Arcot cannot, after the abolition of taluk boards, be conveniently administered by a single district board:

Now, therefore, in exercise of the power conferred by sub-section (2) of section 3-A of the Madras Local Boards Act, 1920 (Madras Act XIV of 1920), the Governor acting with Ministers is hereby pleased to declare that, with effect on and from the 1st December 1935, the local areas specified in Schedules A and B below shall be districts for the purpose of the said Act, and to name them as the Vellore district and the Tiruvannamalai district respectively.

SCHEDULE A.

The revenue taluks of—

(i) Tiruppattur.
(ii) Gudiyattam.
(iii) Vellore.
(iv) Arni.
(v) Wallajah.
(vi) Arkonam.

SCHEDULE B.

The revenue taluks of—

(i) Cheyyar.
(ii) Wandiwash.
(iii) Tiruvannnamalai.
(iv) Chengam.
(v) Polur.

T. B. RUSSELL,
Secretary to Government.